

**Steuart Transportation Company**

5454 Wisconsin Avenue, Suite 1600  
Chevy Chase, MD 20815  
Phone: 301-951-2700 Fax: 301-951-2717

RECEIVED  
19 DEC 21 PM 2:41  
SUPERFUND DIV.  
DIRECTOR'S OFC.

December 18, 2015

**VIA FEDERAL EXPRESS**

Mr. Kenneth Talton, Enforcement Officer  
Superfund Enforcement Assessment  
Section (6SF-TE)  
U.S. EPA, Region 6  
1445 Ross Avenue  
Dallas, Texas 75202-2733

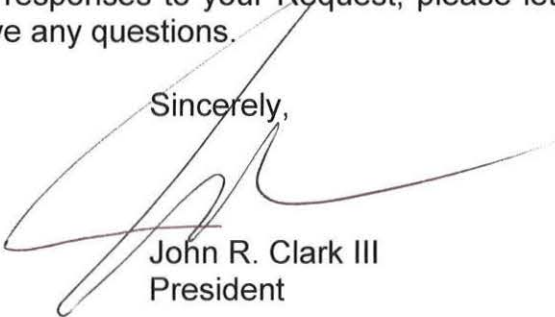
RE: SBA Shipyard Superfund Site, Jennings, Jefferson Davis Parish,  
Louisiana; CERCLIS #: LAD008434185; Information Request  
Pursuant to CERCLA Section 104(e), 42 U.S.C. §9604(e), Information  
Request (the "Request")

Dear Mr. Talton:

We received the Request directed to Steuart Transportation Company on November 20, 2015, and in response, please find enclosed herewith the information and documentation from the records of Steuart Transportation Company.

Once you have reviewed our responses to your Request, please let me know if you require further information or have any questions.

Sincerely,



John R. Clark III  
President

klb  
Enclosures

STEUART TRANSPORTATION COMPANY/S RESPONSE TO QUESTIONS  
AS OF DECEMBER 18, 2015  
SBA SHIPYARD SUPERFUND SITE  
JENNINGS, JEFFERSON PARISH, LOUISIANA  
INFORMATION REQUEST

1. Please identify any dealings or transactions you have or had with SBA Shipyards, Inc., Louis Smailhall, Suzanne Smailhall, LEEVAC Shipyards, Inc., n/k/a Bunge Street Properties, LLC, and LEEVAC Industries, LLC n/k/a LEEVAC Shipyards Jennings, LLC. Please provide a brief description of the nature of those dealings or transactions and the timeframes during which those dealings and transactions occurred.
  - a. Specifically, provide dates of those dealings or transactions with the Site and the name and contact information of the person who made such arrangements.

Steuart Transportation Company is a Delaware corporation with a mailing address of 5454 Wisconsin Avenue, Suite 1600, Chevy Chase, Maryland 20815 ("STC"). STC objects that this request is not a proper request of documents, but instead is an information request seeking information. Moreover, it is vague in the use of terms such as "dealings and transactions."

Moreover, STC also claims attorney-client, attorney work product and joint defense privileges over certain discussions and documents exchanged between and among other alleged customers of SBA Shipyards, Inc. ("SBA") and counsel, and certain discussions and documents exchanged between and among members of SSIC Remediation, LLC , a Louisiana limited liability company ("SSIC") and counsel.

Subject to these objections, STC states that it was provided documents on or about 1997 purportedly originating from SBA and/ or its attorneys purporting to document that three (3) tank barges owned by STC were cleaned at the Site between 1985 and 1990. To best of STC's knowledge, STC has no living current or former employees with knowledge of any such "dealings or transactions" identified in the documents. STC became a member of SSIC around 2001. SSIC did have "dealings or transactions" with one or more of the individuals or entities identified in this request as part of its efforts to conduct remedial activities at the Site pursuant to a 2002 Order/Agreement with EPA. STC understands that documents relating to SSIC's activities at the Site were previously supplied to EPA by SSIC and are in the possession of EPA. SSIC has since dissolved.

2. Please provide any and all documents in your possession that are related to the dealings and transactions detailed in Question 1 above.

See attached documents produced in Requests for Documents ("RD").

3. If any of the dealings or transactions described involve hazardous materials, please include a detailed listing of such materials, the materials data safety sheet, dates of transaction, and any quantity associated with those materials.

See attached documents produced in RD.

4. Please describe in detail any involvement you had with the 2002 RCRA Interim Measures/Removal Action (IM/RA) at the Site. Please provide any and all documents in your possession related to the IM/RA, including, but not limited to, a listing of the parties involved in the IM/RA.

Subject to the same objections and privileges noted regarding Question # 1, STC refers to its response to Question # 1 regarding its membership in SSIC and the 2002 IM/RA with EPA. STC understands that that documents relating to the IM/RA and a listing of SSIC's members were previously supplied to EPA by SSIC and are in the possession of EPA.

5. Please provide the names, title, and contact information of anyone, including, but not limited to, employees, who may possess knowledge and information regarding this Site and/or your own business operations.

STC objects to this request as vague and overly broad. EPA and the State of Louisiana clearly had extensive dealings with the Site. Subject to these objections and the objections and privileges noted in its response to Question # 1, to best of STC's knowledge STC has no living former or current employees with knowledge of any business dealings with the Site or any "dealings and transactions" reflected in the documents produced in response to RD. John R. Clark, III, President, Steuart Transportation Company, 5454 Wisconsin Avenue, Suite 1600, Chevy Chase, Maryland 20815; 301-951-2725; [clark@steuart.com](mailto:clark@steuart.com), was involved in the formation and administration of SSIC and he may be contacted about STC's corporate status and current business operations.

6. Identify all of the individuals who currently have and those who have had responsibility for the Respondent's environmental matters (e.g., responsibility for the disposal, treatment, storage, recycling, or sale of the Respondent's wastes). This information shall include, but not be limited to, the following:

- a. Each individual's job title and duties (including the dates performing those duties),

William R. Saul, President of STC from 1950 to 1990, deceased

- b. The supervisors for such duties

N/A

- c. The current position or the date of the individual's resignation,

See above

- d. The nature of the information possessed by such individuals concerning the Respondent's waste management, and

Unknown

- e. The contact information of the individual.

N/A

7. Does the Respondent's company or business have a permit(s) issued under RCRA? If so, provide a copy(ies) of the permit(s).

No, to the best of STC's knowledge.

8. Provide all RCRA Identification Numbers issued to Respondent by EPA or a state for Respondent's operations.

None, to best of STC's knowledge.

9. Does the Respondent's company or business have, or has it ever had, a permit(s) under the hazardous waste laws of the State? If so, provide a copy(ies) of the permit(s).

No, to best of STC's knowledge.

10. Does the Respondent's company or business have an EPA Identification Number, or an identification number supplied by the State? If so, supply any such identification number(s).

No, to best of STC's knowledge.

11. Identify all federal, state, and local offices and agencies to which the Respondent has sent or filed hazardous substance or hazardous waste information and state the years during which such information was sent or filed.

None, to best of STC's knowledge.

12. Provide copies of all documents created or kept by the Respondent related to the nature, quantity, or source of the materials taken to the Site.

None exist, to best of STC's knowledge. See attached documents produced in RD

13. If barges were placed or disposed at the Site, provide the following information:

No barges were placed or disposed at the Site, to best of STC's knowledge.

a. Where they were placed or disposed, and

N/A

b. Their condition when placed or disposed.

N/A

14. Identify other individuals and entities that the Respondent has reason to believe may have taken or sent materials to the Site. Of these individuals and entities, specify which were observed by the Respondent at the Site and indicate when those observations were made. Provide all of the information known by the Respondent regarding the customers of these entities or individuals.

Subject to the same objections and privileges raised in response to Question # 1, STC has no information or documents other than those previously produced (i) by SSIC as noted in STC's response to Questions # 1 and 4, or (ii) by SBA and/or its attorneys, all of which STC understands are already in EPA's possession.

## GENERAL INFORMATION CONCERNING RESPONDENT

1. Provide the full legal name and mailing address of the Respondent.

Steuart Transportation Company  
5454 Wisconsin Avenue, Suite 1600  
Chevy Chase, Maryland 20815

2. Identify and provide the full name, title, business address, and business telephone number for each person answering these questions on behalf of the Respondent, and each person(s) that was relied on or consulted with in the preparation of the answer.

John R. Clark III, President  
5454 Wisconsin Avenue, Suite 1600  
Chevy Chase, Maryland 20815  
(301) 951-2725

3. If Respondent wishes to designate an individual for all future correspondence concerning this Site, including legal notices, please provide the individual's name, address, and telephone number.

John R. Clark III, President  
5454 Wisconsin Avenue, Suite 1600  
Chevy Chase, Maryland 20815  
(301) 951-2725

4. If Respondent is a business, please give a brief description of the nature of the business.

STC, a Delaware corporation, provided marine transportation services for various petroleum products utilizing tugboats and barges beginning in 1950. All marine operations ceased in 1991 upon the sale of all its tugboats and tank barges. By 2000, STC liquidated all of its other assets (an office building located at Piney Point in St. Mary's County, Maryland and a shipyard located in Chrisfield, Maryland), and since that time its existence has continued as a shell corporation participating in both the partnership and in SSIC.

## REQUEST FOR DOCUMENTS

Please identify (see Definitions) and provide copies of all documents (see Definitions) consulted, examined, or referred to in the preparation of the answers to the above questions including all subparts of each question, or that contain information responsive to the question.

To best of STC's knowledge, the following information is provided with respect to each document provided in response to questions:

Document Number	STC Vessel	Document Type	Date	Document Number	Author
1	Tank Barge Elizabeth S ("ES")	Marine Chemist Certificate ("MCC")/ Work Order ("WO")	5/8/85	B134501/897	Marine Chemist Inc. of Texas ("MCI")
2	Tank Barge Auntie Mame ("AM")	Probably MCC/WO	9/22/86	D46074/982	Probably MCI
3	AM	Probably MCC/WO	11/4/86	D46126/982	Probably MCI
4	Tank Barge STC 008	MCC	1/7/87	D46226	MCI
5	ES	Probably MCC/WO	1/21/88	D74207/1028	Probably MCI
6	ES	Probably MCC/WO	1/26/88	D74215/1028	MCI
7	AM	MCC/WO	12/19/88	D104245/1105	Probably MCI
8	AM	Probably MCC/WO	1/23/89	D1043/1105	Probably MCI
9	ES	MCC/WO	3/1/90	E35458/1155	Probably MCI
10	ES	Probably MCC/WO	3/9/90	E5481/1155	Probably MCI
11	ES	MCC/WO	3/16/90	E35491/1155	Probably MCI
12	ES	Probably MCC/WO	3/21/90	E55313/1155	Probably MCI
13	AM	MCC/WO	8/23/90	E55124/1176	Probably MCI
14	AM	MCC/WO	8/27/90	E55228/1176	Probably MCI

#1

MARINE CHEMISTS, INC. OF TEXAS

P. O. Box 3692 Beaumont, Tx 77704  
(409) 832-6409, 355-4322, 8 4223

W. B. Hartway 537 K. L. Morcor 577

MARINE CHEMIST CERTIFICATE

SERIAL NO. B134501

SBA S.V.

STELLART TRANSPORTATION

5-8-85

Survey Requested by

ELIZABETH S

Vessel Owner or Agent

TANK BARGE

SBA TENNINGS, LA

Date

Vessel

Type of Vessel

Specific Location of Vessel

ASPHALT

SW COMB

11:15 AM

List Three (3) Cargoes

Test Method

Time Survey Completed

BOW RAKE - HYDRAULIC OIL ON WATER - SAFE FOR WORKERS

CARGO TANKS

1-2-3-4-5 P/S - 0% LEL - ASPHALT BOTTOMS - SAFE FOR WORKERS  
SAFE FOR HOTWORK FOR DECK PENETRATIONS  
WITH FIRE WATCH AND CHARGED FIRE HOSE  
ON STAND-BY.

WING VOID D.B.'s

NO. 1 P/S 3 P/S - 0% LEL - ASPHALT BOTTOMS - SAFE FOR WORKERS  
NO. 1 S - 0% LEL - SOME HEATING COIL OIL ON BOTTOM - SAFE FOR WORKERSNO. 2 P/S - 0% LEL - COAL TAR BOTTOMS - VENTILATION NEEDED  
FOR ENTRY

Pump Room - SAFE FOR WORKERS - COFFERDAMS (4) - SAFE FOR WORKERS

DOUBLE BOTTOMS & Pump Room - SAFE FOR HOTWORK TO WELD  
SUPPORT FOR DRILL ON EXTERNAL BOTTOM SHELL PLATE.  
FIRE WATCH WITH CHARGED FIRE HOSE REQD. ON STAND-BY.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306-1980, Subsections 1-8.1 through 1-8.4, and Subsection 5-3.2).**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers has not been met.**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire; or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306-1980 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306-1980 and understands conditions and limitations under which it was issued.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS



#2

F. O. Box 3822 - Houston, Texas 77104  
(409) 832-6403, 865-4822, 865-4223  
W. H. Mahoney 387 K. L. Mac 577

WIO. 982

SERIAL NO. D 46074

SRA S.V. 9-22-86  
Survey Requested by Date  
AUNTIE MAINE Vessel Owner or Agent  
TANK BARGE Type of Vessel  
SRA JENNINGS L. Specific Location of Vessel  
Asphalt Test Method 10:00 AM Time Survey Completed  
Last Three (3) Cargoes

BOW RAKE - SAFE FOR WORKERS - SAFE FOR HOTWORK  
WITH FIREWATCH AND CHARGED FIRE HOSE  
FORE AND AFTER COFFERDAMS - ASPHALT - SAFE FOR WORKERS  
WING VOIDS  
No. 1 & 2 PORT } ASPHALT - 0% LEL - SAFE FOR WORKERS  
No. 2 & 3 STBD }  
No. 3 PORT } GENERALLY CLEAN - SAFE FOR WORKERS  
No. 1 STBD } SAFE FOR HOTWORK  
PUMP ROOM - ASPHALT - SAFE FOR WORKERS  
DOUBLE BOTTOMS - No. 1 & 2 P/S - GENERALLY CLEAN  
SAFE FOR WORKERS - SAFE FOR HOTWORK  
DOUBLE BOTTOMS - No. 3 & 4 P/S - 0% LEL - ASPHALT  
ENGINE ROOM - OIL IN BILGES - SAFE FOR WORKERS  
HATCHWAYS - No. 1 P/S, 2 P/S - 3 L, } ASPHALT - 0% LEL  
4 P/S, 5 P/S }  
THIS VESSEL IS SAFE FOR HOTWORK ON OPEN DECK. NO HOTWORK  
ALLOWED WHILE CLEANING TANKS. FIREWATCH WITH CHARGED  
FIRE HOSE REQD.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that (b) toxic materials in the atmosphere are within permissible concentrations; and that (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

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**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed [Signature] SRA 9/22/86 Signed [Signature] Marine Chemist 527  
Name Company Date Certificate No.

#3

P. O. Box 3602 Beaumont, Texas 77704  
(409) 832-6409, 866-4822, 866-4223  
W. B. Hataway 537 K. L. Mer 577

W.O. #982

SERIAL NO. D 46126

S.A.S.V.

Survey Requested by

Vessel Owner or Agent

11-4-86

Date

RUSTIE MAINE

TANK BARGE

SBA/JENNINGS, LA.

Vessel

Type of Vessel

Specific Location of Vessel

Asphalt

O2/LEL/VISUAL/DETECTOR TUBE

10:30 AM

Last Three (3) Cargoes

Test Method

Time Survey Completed

FORE & AFT. COFFERDAMS - SAFE FOR WORKERS - SAFE FOR HOTWORK  
HOTWORK LIMITED TO UPPER 2 LEVELS  
IN FORE COFFERDAM. FIRE WATCH WITH  
CHARGED FIREHOSE REQUIRED.

Pump Room

No. 3 &amp; 4 DOUBLE BOTTOMS P/S

SAFE FOR WORKERS

No. 5 DOUBLE BOTTOMS P/S

SAFE FOR HOTWORK

WING VOIDS:

No. 1 &amp; 2 PORT

FIREWATCH WITH CHARGED FIREHOSE

No. 2 &amp; 3 STBD

REQD. IN No. 4 P/S, Pump Room

AND No. 1 PORT WING.

LESS THAN 50ppm TRICHLOROETHANE  
AND LESS THAN 10ppm PERCHLOROETHYLENE  
VAPORS DETECTED. PORTABLE AIR VENTILATION  
REQUIRED FOR ENTRY.

Cargo Tanks

No. 1-2-3-4-5 P/S - SAFE FOR WORKERS - SAFE FOR HOTWORK WITH  
AREA CLEAN IN-WAY OF HOTWORK AND  
FIREWATCH WITH CHARGED FIREHOSE.

SKEGS - P/S - SAFE FOR HOTWORK WITH AIR BLOWING THROUGH

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

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**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

Printed in U.S.A.

#4

**MARINE CHEMISTS, INC. OF TEXAS**  
 P. O. Box 3602 Houston, Texas 77704  
 (409) 823-6408, 823-4822, 823-5723  
 W. B. Halsey 587 K. L. Moe 577

## MARINE CHEMIST CERTIFICATE

SERIAL NO. D 46226

Survey Requested by SBA S-Y. Vessel Owner or Agent STEELPORT TRANSPORTATION CO. Date 1-7-87  
 Vessel STC 008 Type of Vessel TANK BARGE Specific Location of Vessel SBA/JENNINGS, LA.  
 Last Three (3) Cargoes ASPHALT Test Method O<sub>2</sub>/LEL/VISUAL Time Survey Completed 4:15 PM

PORTABLE AIR VENTILATION REQUIRED IN WORK TANK.  
BOW RAKE  
STERN RAKE

AFTER HOT OIL TANKS P/S SAFE FOR WORKERS  
AFTER DIESEL OIL TANKS P/S SAFE FOR HOTWORK  
ENGINE - BOILER ROOM

DOUBLE BOTTOMS  
No. 1 & 2 P/S - SAFE FOR WORKERS - SAFE FOR HOTWORK

CARGO TANKS - SAFE FOR WORKERS - SAFE FOR HOTWORK  
No. 1-2-3-4 P/S FIREWATCH WITH CHARGED FIREHOSE  
REQUIRED AT WORK LOCATION.

DECK HOT OIL TANK - OIL - NOT SAFE FOR HOTWORK.

HOT OIL COILS - SAFE FOR HOTWORK

CARGO LINES - SAFE FOR HOTWORK TO BURN BOATS, AND DROP VALVES  
AND THEN SAFE FOR HOTWORK ON LINES.

DEEP WELLS (2) - NOT SAFE FOR HOTWORK. - ISOLATED -

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

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"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed How Marshall SBA 1-7-87 Signed Jennings 577  
 Name Date Marine Chemist Certificate No.

#5

P. O. BOX 5042 BEAUMONT, TEXAS 77704  
(409) 832-6409, 866-4822, 866-4223  
W. B. Hataway 537 K. L. Year 577

W.D. 1028

SERIAL NO. D 74207

SBA S.V.

STEWART PETROLEUM

1-21-88

Survey Requested by

Vessel Owner or Agent

Date

ELIZABETH S

TANK BARGE

SBA/JENNINGS

Vessel

Type of Vessel

Specific Location of Vessel

Asphalt

On/Off/Visual

12:30 PM

Last Three (3) Cargoes

Test Method

Time Survey Completed

BOW RAKE - SAFE FOR WORKERS - NOT SAFE FOR HOTWORK

WING VOID D.B.<sup>10</sup>

No. 1-2-3 PORT

No. 1-2 STBD

SAFE FOR WORKERS WITH PORTABLE AIR VENTILATION

NOT SAFE FOR HOTWORK

No. 3 STBD - SAFE FOR WORKERS - SAFE FOR HOTWORK

CARGO TANKS

No. 1 P/S, 2 P/S, 3 P/S, 4 P/S, 5 S - SAFE FOR WORKERS

SAFE FOR HOTWORK WITH WATER BOTTOM  
AND FIRE WATCH WITH CHARGED FIRE HOSE.  
TO CUT HOLES THRU TANK TOPS.No. 5 P - SAFE FOR WORKERS, STRIP LOOSE OIL OUT, WASH DOWN AND  
STRIP OUT, SAFE FOR HOTWORK WITH WATER BOTTOM  
AND FIREWATCH WITH CHARGED FIRE HOSE.

Pump Room - SAFE FOR WORKERS - NOT SAFE FOR HOTWORK

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

1-21-88

Date

Signed

Marine Chemist

Certificate No.

#6

MARINE CHEMISTS, INC. OF TEXAS  
P.O. Box 3602 Beaumont, Texas 77704  
(409) 832-6409, 866-4822, 866-4223  
W. B. Hattaway 537 K. L. Carr 577

W.O. # 1028

SERIAL NO. D 74215

SBA S.V.

Survey Requested by

STEWART PEROLEUM

Vessel Owner or Agent

1-26-88

Date

ELIZABETH S

Vessel

TANK BARGE

Type of Vessel

SBA/JENNINGS LA

Specific Location of Vessel

ASOHPAT

Last Three (3) Cargoes

O2 / L2 / U2 / U2

Test Method

11:30 AM

Time Survey Completed

BOW RAKE - SAFE FOR WORKERS  
SAFE FOR HOTWORK

PORT DIESEL OIL TANK - SAFE FOR WORKERS  
SAFE FOR HOTWORK

#5 PORT CARGO TANK. SAFE FOR HOTWORK TO MAKE  
REPAIRS ~~BETWEEN~~ BETWEEN  
CARGO TANK AND PORT DIESEL  
OIL TANK. WITH WATER BOTTOM  
IN CARGO TANK AND FIREWATER  
WITH CHARGED HOSE ON  
STAND-BY.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS.

#7

U. S. A. 3002 BEAUMONT, TEXAS 77704  
(409) 832-6409, 866-4822, 866-4223  
V. B. HATAWAY 537 K. L. MERCER

W.D. # 1105

SERIAL NO. D 104245

Survey Requested by <u>SRA S.V.</u>	Vessel Owner or Agent <u>STEWART TRANSPORTATION</u>	Date <u>12-19-88</u>
Vessel <u>AUNTIE MAME</u>	Type of Vessel <u>TANK BARGE</u>	Specific Location of Vessel <u>SAN JENNINGS</u>
Fast Three (3) Cargoes <u>ASPHALT</u>	Test Method <u>O2/LE2/Visual</u>	Time Survey Completed <u>10:30 AM</u>

BOW CAKE — 0% LE2 SAFE FOR WORKERS  
LOOSE ASPHALT ON BOTTOM

APC TANKS  
No. 1-2-3-4-5 P/S — SAFE FOR WORKERS  
SAFE FOR HOTWORK TO BURN HOLES  
IN DECK WITH FIRE RETARDANT  
CLOTH UNDER MATH TO CATCH FIRE AND  
FIREWATCH WITH CHARGED FIREHOSE ON  
STAND-BY.

PUMP ROOM — LOOSE SOFT ASPHALT — 0% LE2  
OFFERD RM — SOFT ASPHALT ON BOTTOM — 0% LE2  
CHUBB LIDS No. 1-2-3 P/S — SOFT ASPHALT ON BOTTOM — 0% LE2

DOUBLE BOTTOMS — CLOSED & SECURED

FUEL TANKS — FULL

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

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**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

igned [Signature] Date 12/19/88 Signed [Signature] Marine Chemist Certificate No. 577

Printed in U.S.A.



#9

O. BOX 3602 BEAUMONT, TEXAS 77704  
 409) 832-6409, 866-4822, 866-4223  
 I. B. HATAWAY 537 K. L. MER R 577

## MARINE CHEMIST CERTIFICATE

SERIAL NO. E 35458

SBA SHIPYARD

Survey Requested by

Vessel Owner or Agent

3-1-90

Date

ELIZABETH S

Vessel

TANK BARGE

Type of Vessel

SBA / JENNINGS

Specific Location of Vessel

2. PHANT, ASPHALT, 6 OIL

at Three (3) Cargoes

On 11/11/90 Visual

Tests Performed

11:00 AM

Time Survey Completed

BOW RAKE - SAFE FOR WORKERS - SAFE FOR HOTWORK  
 FIREWATCH AND CHARGED FIREHOSE REQ'D.

No. 1 STAR WING DOUBLE BOTTOM - SAFE FOR WORKERS - SAFE FOR HOTWORK

JING DOUBLE BOTTOMS

No. 1 PORT, 2 PORT/STAR, 3 PORT/STAR - SAFE FOR WORKERS  
 NOT SAFE FOR HOTWORK

CARGO TANKS

No. 1P/S, 2P/S, 3P/S, 4P/S, 5S - SAFE FOR WORKERS  
 NOT SAFE FOR HOTWORK

CARGO TANK # 5P - SAFE FOR WORKERS

PORT DIESEL OIL TANK - SAFE FOR HOTWORK

WATER BOTTOM ON 5P CARGO TANK.

ENGINE ROOM - SAFE FOR HOTWORK / FIREWATCH REQUIRED.

PUMP ROOM - SAFE FOR WORKERS / NOT SAFE FOR HOTWORK

SEPERATIONS - P2, S2, S - SAFE FOR WORKERS / NOT SAFE FOR HOTWORK

SEPERATION - P - SAFE FOR WORKERS / SAFE FOR HOTWORK.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**ENTER WITH RESTRICTIONS:** Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

I, the undersigned, acknowledge receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signature

Marine Chemist

Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS



Survey Requested by SBA SHIPYARD Vessel Owner or Agent Stewart Team Date 3-9-90  
W.O. 1155  
Vessel ELIZABETH S Type of Vessel TANK BARGE SBA MERCHANT  
Last Three (3) Cargoes ASPHALT Tests Performed Official Visual Specific Location of Vessel 4:00 PM  
Time Survey Completed

PETER PUMP ROOM — SAFE FOR WORKERS  
FOREPEAK — SAFE FOR HOT WORK  
CHAIN LOCKER — FIREWATCH WITH CHARGED  
PORT AFT FUEL TANK — FIREHOSE REQUIRED

CARGO TANKS 3P&S, 5P — WITH WATER OVER  
HARD ASPHALT  
SAFE FOR HOT WORK  
SAFE FOR WORKERS

CARGO TANKS 1P&S, 2P&S, 4P&S, 5S — HARD ASPHALT  
SAFE FOR HOT WORK  
WITH WATER BOTTOM  
SAFE FOR WORKERS

WING DOUBLE BOTTOMS #1S, 3S — WITH FIREWATCH & CHARGED  
FIREHOSE  
SAFE FOR WORKERS  
SAFE FOR HOT WORK

WING DOUBLE BOTTOMS #1P, 2P&S, 3P — SOME RESIDUE, WITH AIR  
VENT (MIN. 1000 CFM)  
SAFE FOR WORKERS

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

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**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Daniel M. Hataway SBA 3-9-90 Date W.B. Hataway 537  
Name Daniel M. Hataway Company SBA Marine Chemist 537

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

#11

P.O. BOX 3602 BEAUMONT, TEXAS 77704  
(409) 832-6409, 866-4822, P-6-4223  
W. B. HATAWAY 537 K. L. ME. 2R 577

MARINE CHEMIST CERTIFICATE  
SERIAL NO. E 35491

SBA S.V. STELLART TRANSPORTATION 3-16-90  
Survey Requested by Vessel Owner or Agent Date  
ELIZABETH S TANK BARGE SPB/TANKERS L.A.  
Vessel Type of Vessel Specific Location of Vessel  
HEDWALT (3) Or/LR/Visual 12:15 AM  
Last Three (3) Cargoes Tests Performed Time Survey Completed

STAD FULL OIL TANK — SAFE FOR WORKERS  
SAFE FOR HOTWORK  
FORCED AIR VENTILATION REQD. (MIN. 500 CFM)

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

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**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT.** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed: [Signature] Company: STELLART Date: 3/16/90 Marine Chemist: [Signature] Certificate No. 537

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

#12

(409) 832-6409, 866-4822, 866-4223  
W. B. HATAWAY 537 K. L. MI ER 577

W.O. 1155

SERIAL NO. E 55313

BA S.V.  
Requested bySTUART TRANS  
Vessel Owner or Agent3-21-90  
Date

LIZABETH S

TANK BARGE  
Type of VesselSBA TERMINALS  
Specific Location of VesselDUALT  
Free (3) CargoesOILER / USUAL  
Tests Performed3:00 PM  
Time Survey Completed

LING VOID DOUBLE BOTTOMS

No. 1 P, 2 P, 3 P

SAFE FOR WORKERS

SAFE FOR HOTWORK.

FIREWATCH AND CHARGED FIRE HOSE REQ'D.

FORCED AIR VENTILATION REQ'D. (MIN. 1000 CFM)

LING VOID DOUBLE BOTTOM

No. 2 S

SAFE FOR HOTWORK

FIREWATCH AND CHARGED FIRE HOSE REQUIRED.

- ENTER WITH RESTRICTIONS -

ORGANIC VAPOR RESPIRATOR REQ'D.

FORCED AIR VENTILATION REQ'D. (MIN. 1000 CFM)

Stewart Trans. pattern

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

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**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

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**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT:** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

I undersigned acknowledges receipt of this Certificate under Section 2-8 of NFPA 306 and its standards conditions and limitations under which it was issued.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

no. Pauls Smadell SBA 3-21-90 Date 3-21-90 Signed Stewart Trans. pattern Marine Chemist Certificate No. 577

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

#13

P.O. BOX 3602 BEAUMONT, TEXAS 77704  
(409) 832-6409; 866-4822, 866-4223  
W. B. HATAWAY 537 K. L. MILLER 577 W.O. / 176

## MARINE CHEMIST CERTIFICATE

SERIAL NO. E 55214

Requested by SBA SV Date 8-23-90  
Vessel Owner or Agent STEWART TRANS  
Type of Vessel TANK BARGE Specific Location of Vessel SBA MEXMENA  
Test Performed Q/LC/VISUAL Time Survey Completed 2:30 PM  
Three (3) Cargoes ASPHALT (3)

FORWARD, SAFE FOR WORKERS  
NO. 1 DTS DOUBLE BOTTOMS SAFE FOR HOT WORK  
AIR VENT (MIN. 5000 CFM) REQUIRED  
NO. 1 DTS WING TANKS — GENERALLY CLEAN, HAVE  
FORWARD COTTER DAM — FIREWATCH WITH CHARGE  
FIRE HOSE ON STANDBY, THEN  
SAFE FOR WORKERS  
SAFE FOR HOT WORK  
AFTER PUMP ROOM — WITH WATER BOTTOM,  
SAFE FOR WORKERS  
SAFE FOR HOT WORK  
ON TRAIL ROIDS  
MAIN DECK — SAFE FOR HOT WORK  
ABOVE MAIN DECK

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

**QUALIFICATIONS:** Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

**STANDARD SAFETY DESIGNATIONS** (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

**SAFE FOR WORKERS:** Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that (b) toxic materials in the atmosphere are within permissible concentrations; and that (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

**NOT SAFE FOR WORKERS:** Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

**ENTER WITH RESTRICTIONS:** Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

**SAFE FOR HOT WORK:** Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

**NOT SAFE FOR HOT WORK:** Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

**SAFE FOR REPAIR YARD ENTRY:** Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

**CHEMIST'S ENDORSEMENT:** This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and stands conditions and limitations under which it was issued.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Name Paul Michael SBA Date 8-23-90 Signed W.B. Hatway Marine Chemist Certificate No. 537

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

